

## Claims

1. Piston pin bushing made from a brass alloy comprising between 30 and 32.2 weight % of zinc, 1.8 to 2.2 weight % of aluminium, 1.8 to 2.2 weight % of manganese, 1.4 to 2.2 weight % of nickel and 1.4 to 2.0 weight % of iron, and optionally contaminant-related constituents with a respective maximum content of 0.2 weight % and a maximum total content of 1 weight %, the rest being copper, wherein the piston pin bushing is cut as a longitudinal section from a continuously cast pipe whose exterior has been previously machined, and is used without being subjected to a forging process following the cutting operation.
2. Piston pin bushing according to claim 1, characterized in that the brass alloy comprises between 1.8 and 2.2 weight % of nickel.
3. Piston pin bushing according to claim 1 or 2, characterized in that the brass alloy comprises between 1.6 and 2.2 weight % of iron.
4. Piston pin bushing according to claim 1, 2 or 3, characterized in that it has an outer diameter of between 20 and 50 mm.
5. Piston pin bushing according to claim 1, 2, 3 or 4, characterized in that it has a wall thickness of between 1 and 4 mm.
6. Method for producing a piston pin bushing from a brass alloy comprising between 30 and 32.2 weight % of zinc, 1.8 to 2.2 weight % of aluminium, 1.8 to 2.2 weight % of manganese, 1.4 to 2.2 weight % of nickel and 1.4 to 2.0 weight % of iron, and optionally contaminant-related constituents with a respective maximum content of 0.2 weight % and a maximum total content of 1 weight %

%, the rest being copper, wherein the brass alloy is continuously cast to form a tubular body, wherein the exterior of the produced tubular body is machined, and wherein a longitudinal section is subsequently cut from the tubular body, which can be used as piston pin bushing without being subjected to a forging process.